

Minutes of the 1st Meeting in 2026
of the Traffic and Transport Committee
of Tai Po District Council

Date: 8 January 2026 (Thursday)
Time: 2:30 p.m. – 5:00 p.m.
Venue: Conference Room, Tai Po District Council (“TPDC”)

| <u>Present</u> | <u>Time of Arrival</u> | <u>Time of Withdrawal</u> |
|---|-------------------------------|----------------------------------|
| <u>Chairman</u> | | |
| Mr. LI Yiu-ban, BBS, MH, JP | Beginning of the meeting | End of the meeting |
| <u>Vice-chairman</u> | | |
| Mr. MUI Siu-fung | Beginning of the meeting | End of the meeting |
| <u>Members</u> | | |
| Mr. YU Chi-wing, MH | Beginning of the meeting | End of the meeting |
| Mr. LEE Man-kit | Beginning of the meeting | End of the meeting |
| Ms. LEE Sai-yin, Jeanne, BBS, JP | Beginning of the meeting | End of the meeting |
| Mr. LI Wah-kwong, Rex, MH | Beginning of the meeting | End of the meeting |
| Mr. LAM Yick-kuen, MH | Beginning of the meeting | End of the meeting |
| Mr. WU Cheuk-him | Beginning of the meeting | End of the meeting |
| Mr. CHAN Cho-leung, MH, JP | Beginning of the meeting | End of the meeting |
| Mr. CHAN Siu-kuen, MH, JP | Beginning of the meeting | End of the meeting |
| Mr. MAK Shing-ho, Gary | Beginning of the meeting | End of the meeting |
| Mr. WAN Koon-kau | Beginning of the meeting | End of the meeting |
| Mr. WONG Wai-tung | Beginning of the meeting | End of the meeting |
| Ms. WONG Pik-kiu, SBS, MH, JP | Beginning of the meeting | End of the meeting |
| Ms. LOK Siu-luen | Beginning of the meeting | End of the meeting |
| Mr. LO Hiu-fung, MH | Beginning of the meeting | End of the meeting |
| Mr. MEI Di-wen | Beginning of the meeting | End of the meeting |
| <u>Secretary</u> | | |
| Miss CHAN Yin-ning, Elaine Executive Officer (District Council) 1/ Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”) | Beginning of the meeting | End of the meeting |

In Attendance

| | |
|-----------------------------|---|
| Ms. LEE Siu-ping, Sonia | Senior Transport Officer / Tai Po / Transport Department (“TD”) |
| Mr. JIM Holman | Engineer / Tai Po 1 / TD |
| Mr. PANG Hiu-fung | Engineer / Tai Po 3 / TD |
| Mr. LI Tsz-yau, Roy | District Engineer / Tai Po (1) (Doubling-sideways District Engineer / Tai Po (2)) / Highways Department (“HyD”) |
| Ms. LO Sik-chi, Cynthia | Engineer / 22 (North) / Civil Engineering and Development Department (“CEDD”) |
| Mr. LAI Chung | Assistant Housing Manager (Atg.) / Tenancy (Tai Po, North & Shatin 7) 2 / Housing Department (“HD”) |
| Mr. CHAN Man-kit | OC District Traffic Team / Traffic Wing / Tai Po Police District / Hong Kong Police Force (“HKPF”) |
| Mr. CHEUNG Chi-hing | Administrative Assistant / Lands (Atg.) / District Lands Office, Tai Po (“TPDLO”) / Lands Department (“LandsD”) |
| Mr. KWOK Chun-chai, Johnny | Assistant District Officer (Tai Po) / TPDO / HAD |
| Miss TSANG Hok-yau, Bibiana | Assistant District Officer (Tai Po) (Designate) / TPDO / HAD |
| Ms. HUEN Lai-yan, Sara | Senior Executive Officer (District Council) / TPDO / HAD |
| Ms. CHUNG Pui-ye, Penny | Corporate Affairs Manager - Stakeholder Engagement / Citybus Limited (“Citybus”) |
| Mr. CHAN Lok-hin, Thomas | Assistant Corporate Communications Officer / Citybus |

Opening Remarks

The Chairman welcomed participants to the 1st meeting of the Traffic and Transport Committee (“TTC”) in 2026, and announced the following:

- (i) Miss TSANG Hok-yau, Bibiana, Assistant District Officer (Tai Po) (Designate) of TPDO, was in attendance of the meeting.
- (ii) Mr. LAI Chung, Assistant Housing Manager (Atg.) of HD, would attend future meetings in place of Mr. WONG Wai-kei.

I. Confirmation of the minutes of the 6th meeting in 2025 of the TTC on 6 November 2025

2. No proposed amendments had been received by the Secretariat prior to the meeting. The Chairman asked Members whether they had any proposed amendments.

3. As no Members had put forward any proposed amendments, the captioned minutes were confirmed.

II. **Proposed adjustment of the default fare of the short-haul working trips for route B8 (towards Kwong Fuk Estate) to align with its sectional fare**
(TPDC Paper Nos. TT 1/2026 and TT 1a/2026)

4. The Chairman welcomed Ms. CHUNG Pui-yee, Penny, and Mr. CHAN Lok-hin, Thomas, Corporate Affairs Manager - Stakeholder Engagement and Assistant Corporate Communications Officer of Citybus respectively, to attend the meeting for this agenda item.

5. A Member went through the captioned paper (No. TT 1/2026).

6. The representative of TD went through the captioned paper (No. TT 1a/2026).

7. The representative of Citybus responded as follows:

- (i) Citybus would adjust the sectional fare arrangements for the captioned short-haul trips.
- (ii) When passengers boarded the special trips of route B8 at Heung Yuen Wai Port, the bus company would directly charge the concessionary sectional fare for journeys to Tai Po District.
- (iii) Citybus would apply to the department to revise the settings of the fare payment system as soon as possible.

8. A Member asked the department about the approval time for the said application so as to know when passengers could enjoy the concession.

9. The representative of TD responded that the department would promptly process Citybus's application upon receipt and discuss the implementation date.

10. The representative of Citybus added that the application would be submitted soon.

11. The Chairman asked Citybus to inform Members as soon as possible once the application was approved.

III. Proposed addition of adaptive traffic signals at the junction of Tung Tsz Road and Ting Kok Road in Tai Po

(TPDC Paper Nos. TT 2/2026 and TT 2a/2026)

12. A Member went through the captioned paper (No. TT 2/2026).
13. The representative of TD went through the captioned paper (No. TT 2a/2026).
14. Members' comments and questions were as follows:
 - (i) They asked the department how many times and when the on-site investigations had been conducted.
 - (ii) They suggested that the department conduct a site visit with Members.
15. The representative of TD responded that traffic investigations had been conducted once on a weekday morning, from 5 to 7 p.m. on a weekday, and from 4 to 7 p.m. on a weekend respectively, and said that a site visit could be conducted with Members.
16. Members' comments and questions were as follows:
 - (i) Accidents occurred frequently at the road junction turning in the Tai Po direction, as motorists always failed to use direction indicator signals. They suggested that the department study feasible solutions to improve road safety.
 - (ii) They asked whether the department had short-term traffic measures to relieve the current busy traffic at Ting Kok Road resulting from increased traffic demands.
 - (iii) They hoped that the department would provide more information regarding the road improvement planning for Ting Kok Road.
 - (iv) They asked whether the department had other traffic measures to alleviate the traffic congestion during peak hours while Kwong Wang Street remained closed.
 - (v) They suggested checking with residents near Tung Tsz Road to understand the traffic situation of the location for the department's consideration.
 - (vi) They suggested that the department cater for the travel needs of nearby residents while strengthening transport services on Ting Kok Road to avoid increasing the road traffic burden.

17. The Chairman's comments were as follows:

- (i) Adding a roundabout could help resolve the traffic congestion problem, and even broaden motorists' field of vision for enhanced safety.
- (ii) He suggested installing traffic lights with real-time monitoring functions and adjusting the duration of traffic light signals immediately based on road conditions.

18. The representative of TD responded as follows:

- (i) The department had been closely monitoring the traffic conditions in the district and timely adjusting the duration of traffic light signals to divert traffic flow.
- (ii) The Government was conducting traffic improvement works at Kwong Fuk roundabout in phases. These included adding a dedicated left-turn lane for Kwong Wang Street southbound and widening the western exit of Kwong Fuk roundabout to provide an additional traffic lane, as well as changing to a two-way exit arrangement to improve traffic at the location.

IV. Proposed extension of the duration of "Green man" light for pedestrians in Tai Po District (TPDC Paper Nos. TT 3/2026 and TT 3a/2026)

19. A Member went through the captioned paper (No. TT 3/2026).

20. The representative of TD went through the captioned paper (No. TT 3a/2026).

21. Members' comments and questions were as follows:

- (i) They enquired about the situation regarding the extended duration of the "Green man" light at the junction of On Po Road and On Po Lane.
- (ii) They asked whether the existing pedestrian crossings in Tai Po District had been installed with smart devices to extend the pedestrian flashing green time for the elderly and persons with disabilities.
- (iii) They suggested that the department install the above-mentioned smart devices.

22. The representative of TD responded as follows:

- (i) The department would supplement information regarding smart devices to extend the pedestrian flashing green time for the elderly and persons with disabilities after the meeting.

- (ii) The duration of the “Green man” light at the junction of On Po Road and On Po Lane had been extended by two seconds, providing pedestrians with sufficient time to cross the roads in each signal cycle.

23. The Chairman stated that time was needed to observe the traffic condition at On Pong Road after changing to one-way traffic, and that a discussion on feasible solutions would be held afterwards with the department.

V. Proposed addition of traffic signs at On Pong Road to remind motorists to slow down
(TPDC Paper Nos. TT 4/2026 and TT 4a/2026)

24. A Member went through the captioned paper (No. TT 4/2026).

25. The representative of TD went through the captioned paper (No. TT 4a/2026).

26. Members’ comments and questions were as follows:

- (i) They hoped that the department would consider adding “Slow” signs to secure the safety of motorists and pedestrians.
- (ii) They asked whether the one-way traffic diversion works at On Pong Road had been completed, and hoped to know whether further traffic signs would be added or beautification works would be carried out.
- (iii) They suggested that the department consider adding a pedestrian crossing at Tai Po Centre near Block 11.
- (iv) They enquired about the progress of installing road lights, a passing bay and a “Slow” traffic sign at the bend of On Pong Road.
- (v) They suggested deploying additional traffic wardens for patrols at the said location during peak hours to reduce vehicle parking that obstructed traffic.
- (vi) They asked the department about the specific locations for providing traffic signs and road markings.

27. The representative of TD responded as follows:

- (i) Currently, the road improvement works at On Pong Road had been largely completed. The department had been closely monitoring the traffic conditions and would arrange for improvement measures accordingly in a timely manner.
- (ii) The department would present the draft of additional traffic signs and road markings to Members after the meeting.

VI. Proposed widening of the southbound lane of On Cheung Road fronting Ting Nga Court and implementation of feasible measures against red light jumping

(TPDC Paper Nos. TT 5/2026, TT 5a/2026 and TT 5b/2026)

28. A Member went through the captioned paper (No. TT 5/2026).
29. The representative of HD went through the captioned paper (No. TT 5a/2026).
30. The representative of HKPF went through the captioned paper (No. TT 5b/2026)
31. Members' comments and questions were as follows:
 - (i) They asked whether there was no space available for widening at On Cheung Road.
 - (ii) They suggested that the TD install road humps or take other traffic measures to reduce red light jumping by motorists.
 - (iii) They suggested that a site visit be conducted with the HD and TD to discuss feasible solutions.
 - (iv) They suggested marking double yellow lines on On Cheung Road.
 - (v) They suggested erecting road signs to direct motorists to other carparks.
 - (vi) They suggested limiting the number of vehicles waiting at the carpark entrance.
 - (vii) They suggested installing red light camera systems for deterrent effect.
 - (viii) They suggested that the Police step up law enforcement at On Cheung Road against vehicles parked for a long period of time.
 - (ix) They hoped that there would be improvement measures for the design of the taxi stand at On Cheung Road, to avoid impeding other vehicles cutting lanes or obstruction caused by excessive taxis queuing.
32. The Chairman said that it was difficult to accommodate all facilities in the space available on the road. He suggested that the Police step up inspections and advise relevant vehicles to leave.
33. The representative of HKPF noted Members' views and would step up law enforcement.

VII. Proposed comprehensive carriageway resurfacing in Tai Po District
(TPDC Paper Nos. TT 6/2026 and TT 6a/2026)

34. A Member went through the captioned paper (No. TT 6/2026).
35. The representative of HyD went through the captioned paper (No. TT 6a/2026).
36. Members' comments and questions were as follows:
- (i) They suggested that the department coordinate with relevant departments regarding the footpath resurfacing works at Ma Wo Road after the completion of the public housing development at To Yuen Tung.
 - (ii) They suggested resurfacing Fo Chun Road (the section between Providence Bay Phase 1 and Malvern College Hong Kong).
 - (iii) They asked the department about the plans for road resurfacing works expected to be conducted this year.
 - (iv) They suggested that the department inform Members in advance of the traffic arrangements regarding the works, so that Members could explain relevant arrangements to the public.
 - (v) They suggested that the department consider resurfacing the roads with concrete for enhanced durability.
 - (vi) They hoped that the department would actively devise a timetable for carriageway resurfacing in Tai Po District.
 - (vii) They hoped that the department would devise a preliminary plan for the road resurfacing works as soon as possible, so that Members could assist in conducting public consultation to proceed with the works.
 - (viii) They asked the department whether there were other highly-durable materials that could cope with the road conditions more effectively.
37. The representative of HyD responded as follows:
- (i) Materials for road resurfacing could be divided into the two main categories of concrete and asphalt. When devising the plan for repairs, factors such as the wear and tear situation, use of the road, durability of the material, time required for the works and the surrounding environment would be taken into account.
 - (ii) On the road condition of locations that Members were concerned about, such as the junction of On Po Road and On Chee Road, the department said that there was very limited time allowed for road diversion and closure as the traffic at the said road

section was extremely busy. The opinions of the nearby housing estates and the vehicle arrangements of bus companies were also involved, so more time was needed for consultation and preparation work before the works could be implemented.

- (iii) The department would closely monitor the wear and tear situation of the relevant road surface. After the plan for road resurfacing had been devised, the department would inform the stakeholders and Members concerned of the relevant arrangements in due course.

38. The Chairman asked that the department ameliorate the problem of uneven road surface at Sai Sha Road.

39. A Member said that road resurfacing works were currently being carried out in phases at the above-mentioned road section, and the situation had already improved.

VIII. Suggestion for stringent police enforcement against individuals using electric mobility devices, motorcycles or bicycles on pavements in Tai Po District

(TPDC Paper Nos. TT 7/2026 and TT 7a/2026)

40. A Member went through the captioned paper (No. TT 7/2026).

41. The representative of HKPF went through the captioned paper (No. TT 7a/2026).

42. Members' comments were as follows:

- (i) There was the same situation at Tai Wo Estate. They suggested that the Police step up law enforcement actions to secure the safety of pedestrians.
- (ii) They suggested that the relevant legislation be amended to lower the difficulty of carrying out law enforcement.
- (iii) They suggested that a fixed penalty be collected from offending cyclists.

43. The Chairman asked whether a bicycle offence must be handled by way of issuing summons, as well as whether the case would fall under contravention of traffic legislation or be criminal in nature.

44. The representative of HKPF responded as follows:

- (i) Cyclists must abide by the relevant provisions of the Road Traffic Ordinance and

its subsidiary regulations.

- (ii) At present, there was no plan to introduce legislative amendments to prosecute cyclists on pavements by way of a fixed penalty. The Police would relay the relevant comments to the Traffic Branch Headquarters.
- (iii) The illegal use of electric mobility devices was not a criminal offence, unless the user was involved in a criminal act during usage.

IX. Matters arising from minutes of the 6th meeting of TTC on 6 November 2025 – Proposed widening of footpath to connect Tai Mei Tuk Barbecue Area, parking lot and Tai Po Lung Mei Beach

45. The representative of the CEDD reported as follows:

- (i) On the proposed plan of TD, the Port Works Division of CEDD had already verified the ground conditions and had carried out a site visit.
- (ii) According to information, the structure proposed to be modified (i.e. the retaining wall supporting Ting Kok Road) did not fall under the purview of the department's maintenance, but the department would provide technical advice to the project initiator when necessary.
- (iii) The proposed works must abide by the Foreshore and Sea-bed (Reclamations) Ordinance and the Environmental Impact Assessment Ordinance if it might affect the high water mark.

46. The representative of TD responded as follows:

- (i) The works involved dedicated regulations and technical areas, and were beyond the handling capacity of general district minor works on road improvement.
- (ii) Based on on-site investigation, the above footpath had a low usage rate. The department had also added traffic signs to remind pedestrians to use the footpath on the other side of Ting Kok Road using a cautionary crossing equipped with a safety island.

47. Members' comments were as follows:

- (i) The peak period of use of the above footpath was mainly in the summer. The route to use the cautionary crossing was circuitous, which also increased the danger for pedestrians crossing the road. They hoped that the department would actively consider suitable and feasible plans.

- (ii) They suggested considering to close the existing footpath if the department believed that it was not suitable for use.

48. The Chairman's comments were as follows:

- (i) Negotiation among departments was needed to seek a feasible plan to widen the footpath, so that pedestrians could conveniently travel to Tai Po Lung Mei Beach.
- (ii) They suggested handing over the agenda item to the full council of the TPDC for discussion, to seek follow-up action from suitable departments.

X. Transport Department and Hong Kong Police Force – Reports on the provision of additional vehicle parking spaces and law enforcement actions against illegal parking, vehicle noise and illegal road racing in Tai Po District

(TPDC Paper No. TT 8/2026)

49. The representatives of TD and HKPF went through the captioned paper.

50. Members' comments and questions were as follows:

- (i) The problem of illegal parking in the area of Heung Sze Wui Street had seen improvement. They hoped that the Police would continue to step up law enforcement.
- (ii) They asked what form the issuance of fixed penalty notices would take in anti-speeding operations.
- (iii) There was a serious problem of illegal parking at Plover Cover Road after the closure of Kwong Wang Street. They hoped that the Police would handle the problem as soon as possible.

51. The representative of HKPF responded as follows:

- (i) Anti-speeding operations did not include the prosecution numbers for fixed speed enforcement cameras.
- (ii) The Police mainly dispersed parked vehicles and would carry out respective law enforcement actions according to the situation at the scene.

XI. Highways Department – Projects and schedule for retrofitting works of barrier-free access facilities in Tai Po District, as well as that for small-scale traffic improvements in Tai Po District

(TPDC Paper No. TT 9/2026)

52. The representative of HyD went through the captioned paper.

53. Members' comments and questions were as follows:

- (i) They asked about the progress of the works of Structure No. NS78.
- (ii) They suggested that the department visit the site with Members after the commencement of Works Project No. NE/21/01044.
- (iii) They asked about the specific location of Works Project No. NE/24/01057.
- (iv) They asked whether the department would add barrier-free facilities for those in need to cross the road with convenience.

54. The representative of HyD responded as follows:

- (i) The department was currently consulting the relevant departments on the temporary traffic arrangements of the works of Structure No. NS78. The works for diversion of water mains were expected for completion within the first quarter of 2026, and the works team would contact the relevant Members on the future works plan in due course.
- (ii) The department had completed the application for the road excavation permit for Works Project No. NE/21/01044, and would inform the relevant departments as soon as possible for the works to commence.
- (iii) Works Project No. NE/24/01057 would provide a drop curb design at the pedestrian crossing inside Tai Po Centre Bus Terminus and an additional pedestrian crossing, as well as repainting the zebra crossing. The department would provide Members with the detailed design for reference after the meeting.
- (iv) The department noted Members' comments on barrier-free access facilities.

XII. Any other business

55. Members raised other items as follows:

- (i) They asked about the follow-up plan on using minibuses or single-decked buses to

temporarily replace KMB route 71K and MTR feeder buses in travelling through Kwong Fuk Estate.

- (ii) They asked whether buses could be allowed to U-turn at the junction of Kwong Wang Street and Plover Cove Road, so that residents of Kwong Fuk Estate could travel with convenience.
- (iii) They thanked the TD and MTR for the improvement on the service frequency of MTR feeder bus route K17 being affected by traffic congestion during peak hours. They hoped the department would continue to pay attention to and monitor the service of the route.
- (iv) They asked about the details regarding changes to the service frequency of KMB route 72X.
- (v) They asked that the department follow up on the problem of KMB route 72K often skipping the stop at Chung Nga Road.
- (vi) They asked about the progress of the provision of KMB route 264X.
- (vii) They suggested that GMB route 24 temporarily travel through Kwong Fuk Estate while Kwong Wang Street was closed.
- (viii) They suggested that a lane be added between SKH Yuen Chen Maun Chen Primary School and Kwong Fuk Sitting-out Area for buses to enter Kwong Wang Street via the roundabout.
- (ix) They asked whether the free shuttle bus service plying between Good House and MTR Tai Po Market Station (“TPM Station”) would become chargeable starting from 28 February 2026.
- (x) They suggested that the department consider medium to long-term transport measures, to provide Kwong Fuk Estate residents with transport services to and from places in the district such as hospitals or markets while Kwong Wang Street was closed.
- (xi) They suggested that the department expedite the processing of the route amendment plan of GMB route 24.
- (xii) They suggested that the taxi stand at Kwong Fuk Estate be reopened.

(Post-meeting note: The TD said that since the passenger volume of KMB route 72X was relatively low, the KMB had applied to the TD according to guidelines to adjust the service frequency of the route. Since 24 November 2025, the service frequency of the said route had been adjusted to a departure every 12 to 20 minutes during peak hours in the morning, and every 15 minutes during those in the afternoon.

Based on the department's recent investigation on site, there was a larger demand for KMB route 72K during peak hours in the morning, and there was a departure every 6.5 minutes on average, which was actually more than scheduled. In addition, no instances of skipping stops had been observed at the stop at Chung Nga Road. That said, the department still requested that KMB instruct the drivers of the route to make a stop as long as circumstances allowed.

To provide passengers travelling between Tai Po and the areas of Yuen Long and Tin Shui Wai with faster bus service, the department had suggested in the Bus Route Planning Programme 2025-2026 that part of the resources of KMB route 64K (Yuen Long (West) — TPM Station) be allocated to extend the service of KMB route 264R (TPM Station — Tin Yiu) to Monday to Friday, while renumbering the route as route 264X. Having consulted the TTCs of the relevant DCs, the department understood that some Members were concerned about the service level of KMB route 64K. The department had arranged for investigation on site to assess the current demand for KMB route 64K and had asked the bus company to further study and consider making amendments to the plan.

The department noted Members' concern about the plan of KMB route 264X, and would continue to follow up with the bus company on the arrangements for making amendments to the plan. The department would maintain further communication with the DCs in due course.)

56. The representative of TD responded as follows:

- (i) Depending on the road closure situation at Kwong Wang Street, the department would look into the resumption of service of some routes through Kwong Wang Street or Island House Lane, as well as of bus stops at the original locations as soon as possible.
- (ii) Residents' bus ("RS") route NR540 plying between Good House and TPM Station would provide service until late February 2026.
- (iii) The department was discussing with SideBySide the feasibility of merging RS route NR540 with another shuttle bus route.
- (iv) The department had carried out preliminary assessment at Plover Cove Road. Buses could not U-turn at the site as room was limited.
- (v) The taxi stand of Kwong Fuk Estate was currently within the road section closed off by the Police, who would have to supplement on the matter.
- (vi) The department would continue to closely monitor the traffic situation around Kwong Fuk Estate and make further arrangements when necessary.

57. The Chairman asked whether buses could U-turn by driving in reverse.

58. The representative of TD responded that the ideal situation was that buses U-turn by making a circuit.

59. The representative of HKPF responded as follows:

- (i) The Police allowed taxis that had been summoned to enter the cordoned-off zone to pick up passengers.
- (ii) Under safety considerations, the taxi stand inside Kwong Fuk Bus Terminus could not yet be opened.
- (iii) The Police would discuss the relevant traffic arrangements with the TD and bus companies, then inform Members.

60. The Chairman said that there was certain danger to buses U-turning by driving in reverse, and hoped that Members would understand.

61. Members' comments and questions were as follows:

- (i) They suggested relocating the taxi stand to a location next to the vehicle park, so that the elderly could ride with convenience.
- (ii) They hoped that departments would help Kwong Fuk Estate residents resume normalcy as soon as possible.
- (iii) They hoped that the department would consider using single-decked buses to travel through Kwong Fuk Estate, to resolve the current problem of buses not being allowed to U-turn.
- (iv) They hoped that departments would coordinate with each other on the traffic arrangements of Kwong Fuk Estate and actively consider feasible transport measures.
- (v) They hoped that the department would actively follow up on the progress of the introduction of KMB route 264X.
- (vi) They suggested that the department provide additional bus service to facilitate Wang Fuk Court residents to travel between Tai Po and transitional housing in other districts.
- (vii) They suggested clearing the dead trees and weeds that had been burnt around Wang Fuk Court, and improving the environment through greening.

62. The Chairman suggested that the Police and Members visit Kwong Fuk Estate with regard to traffic arrangements and look into suitable plans.

(Post-meeting note: The representative of HKPF had carried out a site visit at Kwong Fuk Estate with Members and the representatives of TD and KMB on 16 January 2026. Some of the stops along bus route 71K (the stops at Kwong Fuk Market and Kwong Fuk Shopping Centre) had resumed service, and the taxi stand had been temporarily relocated to the lay-by at Plover Cove Road near the vehicle park, to facilitate members of the public to travel.)

XIII. Date of next meeting

63. The next meeting was scheduled to be held at 2:30 p.m. on 5 March 2026 (Thursday).

64. There being no other business, the meeting was adjourned at 5 p.m.

Tai Po District Council Secretariat
January 2026